(d) Since 9th February, 1991, the entire fleet has been permanently grounded. It is not proposed to reinduct the fleet.

Enquiries against the staff of Indian Airlines

945. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of departmental enquiries conducted against the staff by Indian Airlines management during the last three years region-wise and year-wise;

(b) what is the number of employees whose services were terminated on completion of such enquiries, region-wise and year-wise; and

(c) what is the number of depart mental enquiries that are pending at present, region-wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRl MADHAVRAO SCINDIA): (a) and (b) A statement is attached at Annexure-I. (See appendix 159, Annexure No. 29)

(c) The following number of enquiries are pending region-wise, at present:—

Western Region .	97
Northern Region •	97
Eastern Region	23
Southern Region	20
Hyderabad	39
Headquarter	04
	280

Token strike by Indian Airlines

946. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of unions of Indian Airlines which resorted to a day's token strike an the 11th •july , 1990;

(b) the number of members of each union who participated in the said strike;

(c) what were the demands of these unions; and

(d) whether these demands have been met by the management?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRl MA-DHAV RAO SCINDIA): (a) to (d) A statement is attached.

Statement

(a) Five unions of Indian Airlines participated in the token strike on the 11th July, 1990.

(b) The number of employees from each union/association who participated in the strike-is as under:—

(i) Air Corporation Employees' Union—9051.

(ii) Indian Aircrafts Techni. cians Association—1554.

(iii) Airlines Radio Officers' & Flight Operations Officer' Association—74.

(iv) Indian Flight Engineers' Association—32.

(v) Indian Commercial Pilots' Association—426.

(c) The Unions demanded that—

(i) An immediate dialogue should be initiate with the unions/ associations jointly to resolve the crisis.

(ii) A firm decision should be taken immediately on operation of A-320 aircraft and pending such decision, Indian Airlines should not take *tin* wet.leave aircrafj from any foreign agency.

(iii) Private operators must be refrained from undertaking commercial air transportation India,

(iv) Vayudoot should be permitted to operate only feeder routes and it should not wet-lease aircraft from foreign airlines.

(v) Authority as per the Air Corporations Act, 1953 should be restored to Indian Airlines Management to ensure effective functioning of the airline.

(d) The A-320 aircraft had subsequently been reinducted.

As regards private sector participa tion in domestic air services, the policy of the Government was fully explained to the representatives of the Unions. It was made clear to them that while Indian Airlines would receive all support from the Government and would obviously be the dominant domestic carrier in the for-eseeagle future, Government were committed to encourage and liberalise private sector participation in domestic air services

As regard Vayudoot, it was made •clear that Vayudoot was entitled to take its own decision in the matter. However, Vayudoot has on its own discontinued wet leasing of aircraft from foreign airlines since September, 1990.

The authority as per the Air Cor porations Act, 1953 is with Indian Airlines.

Industrial disputes against Air-India

947. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of industrial pend ing against Air India as on the 31st May, 1991; and

(b) the number of such cases which are pending in the Central Government Industrial Tribulations?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRl MADHAVRAO SCINDIA): (a) and (b) As on 31st May, 1991, 54 Industrial djspute cases were pending against Air India. Of these, 33 were pending before Assistant Labour Commission er(s)/Regional Labour Commissioner (s) (Central) and 21 before the Central Government Industrial Tribunal.

Expenditure incurred by Air India on Public Relations

948. SHRI A. NALLASIVAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the amount of expenditure incurred by Air India during the last three years in foreign exchange and Indian currency on account of public relations, but other than advertisements; and

(b) the details thereof, year-wise and expenditure head-wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Air India incurred the following expenses during the last 3 years on public relations' except advertisements:

(Rupees in Lakhs)

Year «	India	Foreign	Total
1988-89 .	3.84 **7**	8.04	9.81
	72	11.98	15.82
		24 04	31.76

Expenditure on Litigation by Air India

949. SHRl A. NALLASIVAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state the expenditure incurred by Air India on litigation, both in terms of the rupee and foreign exchange during the last three years?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): The ex-